296 (British) Apr. 17, 1930.

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ION 1 SHEET

Fig. 1.

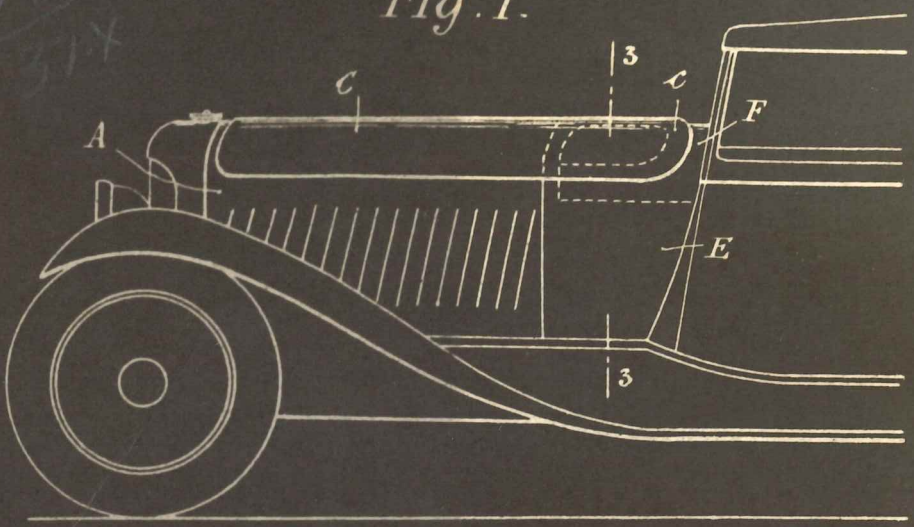


Fig. 2.

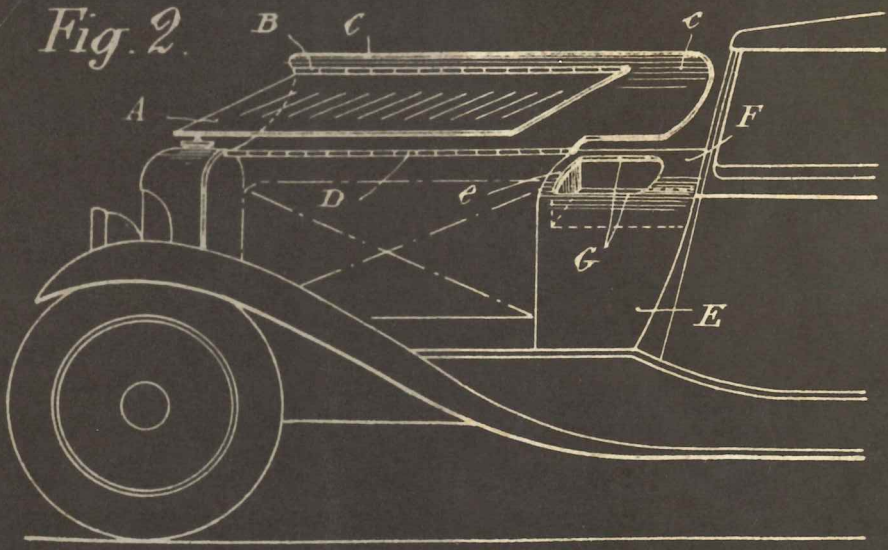
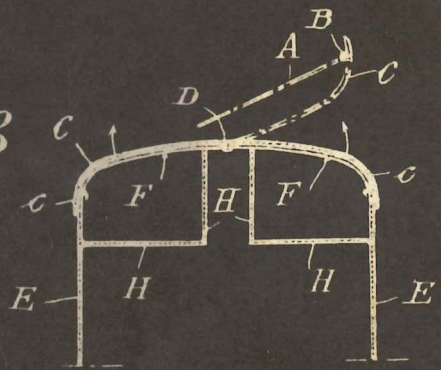


Fig. 3



[This Drawing is a reproduction of the Original on a reduced scale.]

PATENT SPECIFICATION

327,878

Application Date: May 1, 1929. No. 13,570/29

Complete Accepted: April 17, 1930.

COMPLETE SPECIFICATION.

Improvements in Engine Bonnets for Motor Vehicles.

I, HOWARD ADDISON DARRIN, a citizen of the United States of America, residing at 43, Avenue de Friedland, Paris, France, do hereby declare the nature of this invention and in what manner the same is to be performed, to be particularly described and ascertained in and by the following statement:—

It is known that the engine and the control members of motor vehicles are concealed and protected by the engine bonnet proper, which is movable, and by a fixed part which is known by the name of cowl, these two elements, bonnet and cowl, being disposed one behind the other and simply abutting against each other with their edge along a line situated in a vertical plane at right angles with the vehicle axis. The engine bonnet is generally provided with two side hinges and an upper middle hinge for opening the bonnet for inspection purposes.

Now, between the bonnet and cowl there is a line of junction which is unpleasant to the eye and which besides presents the serious disadvantage of not being water tight; through that line of junction, rain water, can percolate into the interior of the bonnet and cause the members connected to the engine, and particularly the electric mains to be injured. Consequently, the suppression of that joint is very desirable, at least at its upper part.

Now, the present invention has for its object a bonnet construction which, while retaining the usual cowl, does away with the joint, the disadvantages of which have hereinbefore been pointed out.

To this end, the upper plate of the bonnet, instead of being limited by the general junction plane with the cowl plate, is extended as far as the neighbourhood of the windshield, and it is hinged to the bonnet side plates so as to project from these latter and above the cowl plate, so that the thus extended upper plate rests exactly upon the cowl plate, appearing as a raised portion of the latter.

Moreover, this particular arrangement of the upper bonnet plate constitutes a lap-joint, and may be utilized for covering two openings having a corresponding contour and permitting the access to two tool chests which are disposed in the cowl on each side of the vertical middle plane of the motor vehicle.

It has already been proposed to arrange a tool chest in the scuttle dash of a motor vehicle and to enclose it by an extension of the whole engine bonnet in a suitable manner. This known construction, however, did not eliminate the joint between the upper art of the bonnet and the cowl, but merely displaced the said joint.

An embodiment of the invention is shown, by way of example, in the annexed drawings, in which:

Fig. 1 is a lateral elevation of the forepart of a motor vehicle to which the invention is applied, the bonnet being shut;

Fig. 2 is a similar view but showing the bonnet in its open position;

Fig. 3 is a part of a transverse section along line 3—3 of Fig. 1 and showing, in dot-and-dash lines, the bonnet in its open position.

In these figures, A denotes the left bonnet plate, pivoted in a known manner, around the hinge B, to the upper plate C which is itself pivoted around an upper axle pin D connecting the radiator with the cowl. The cowl plates, E, F, E, extend, as usual, from the rear edge of the bonnet to the bottom of the windshield and to the front standards of the vehicle body.

According to the invention, the upper plate C is not, as usual, arranged in prolongation of side plates A, but so as to bear upon these latter and extends beyond the junction line between bonnet and cowl, by means of extensions *c* which bear exactly upon the cowl plate and serving to conceal or cover the upper junction line between bonnet and cowl.

According to another characteristic of the invention, the cowl plate is provided, on each side of the vertical middle plane of the cowl, with two openings, G, G, of such dimensions and shape as to be entirely covered by the extension *c* of the thus extended upper plate.

Two tool chests, H, are fixed to the cowl, in a suitable manner, each opposite an opening G.

It will be noted that, in view of the im-

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pairing the strength of the cowl at its front part adjacent to the bonnet, a plate element *e* has been retained for connecting the longitudinal edges of each opening G giving access to the corresponding tool chest.

As shown in Fig. 1, when the bonnet is shut down, the tool chests are perfectly concealed.

It is obvious, that it is possible, without departing from the spirit and scope of the invention, to make many minor changes in the specific construction just described and shown by way of example. Thus, for instance, the two cowl openings, which are covered by the mouldings, may give access to one single middle tool chest, instead of two.

Having now particularly described and ascertained the nature of my said invention, and in what manner the same is to be performed, I declare that what I claim is :—

1. A means for covering and concealing at its upper part the joint between the movable engine bonnet and the fixed cowl of automobile vehicles, characterised by the feature that the bonnet upper plate is arranged over the side plates of said bonnet and is extended rearwardly so as to overlap the cowl upper plate.

2. An arrangement of the engine bonnet and cowl according to claim 1, characterised by the feature that the extension of the bonnet upper plate is utilized to cover openings provided in a known manner in the upper cowl plate for giving access to corresponding tool chests provided in the cowl.

3. The arrangement of the engine bonnet and cowl for motor vehicles, substantially as hereinbefore described and illustrated.

Dated this 30th day of April, 1929.

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